

ATTACHMENT

# B

DOMAIN PLACE CODES

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2003 Gold Coast Planning Scheme v1.2 Amended Nov 2011

## Domain Place Codes

<b>EXTRACTIVE INDUSTRY DOMAIN CODE</b>	<b>1</b>
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Part 5, Division 2, Chapter 12 of the 2003 Gold Coast Planning Scheme

## Extractive Industry Domain Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<b>Building Height</b>			
<p><b>PC1</b></p> <p>All buildings must be of a height which is in keeping with the predominant character of the surrounding area. Building height must not result in a significant loss of visual amenity.</p>	<p><b>AS1</b></p> <p>The building is not more than 11.5 metres in height and has a maximum of three storeys.</p>	<p><b>Alternate Solution</b></p> <p>The proposed quarry development does not involve an extensive number of buildings. It is acknowledged that specific designs for the envisaged buildings have not yet been prepared. It is envisaged that the heights of the buildings that are to be situated on Lot 105 (i.e. weighbridge office, site office, workshop, laboratory etc) will achieve compliance with the Acceptable Solution.</p> <p>Despite the above, the overall height of some of the permanent plant elements will exceed 11.5m in height. The plant does not constitute a 'building' but it will be a permanent structure that has the potential to be viewed from the surrounding area.</p> <p>Views of the plant will be minimised, particularly with respect to the allotments and roads that immediately adjoin the boundaries of Lot 105. From some of the higher vantage points in the surrounding area, some elements of the plant will be visible (refer to the visual assessment contained in <b>Appendix S</b> of the EIS). The plant will be coloured green to assist with blending the structures in with the vegetated back drop. This treatment approach will</p>	

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assist in minimising potential visual impacts in the context of external views into the proposed quarry.			
<b>Building Setback</b>			
<p><b>PC2</b></p> <p>All buildings must provide for setbacks from the street frontage and the side and rear boundaries to achieve a reasonable amenity separation from neighbouring lots and from street frontages.</p>	<p><b>AS2</b></p> <p>The building or structure is set back not less than:</p> <p>a) ten metres from the primary street frontage of the site;</p> <p>b) seven metres from any secondary frontage(s) or any other boundary.</p>	<p><b>Complies.</b></p> <p>The proposed development achieves compliance with the Acceptable Solution. The buildings and plant area will be located in excess of 10m from Old Coach Road and in excess of 7m from the side and rear boundaries of Lot 105.</p>	
<b>Site Coverage</b>			
<p><b>PC3</b></p> <p>The site coverage of all buildings must not result in a built form that is bulky and visually intrusive.</p>	<p><b>AS3</b></p> <p>The site coverage of all buildings is not greater than 10% of the site area unless a specific development code provides for a lesser site coverage.</p>	<p><b>Complies.</b></p> <p>Lot 105 has an area of approximately 217 hectares. The 10% site coverage equates to 21.7 hectares. The area of Lot 105 to be utilised for the buildings and permanent plant area will be, on the basis of the plans submitted as part of the EIS, less than 21.7 hectares.</p>	
<b>Vehicular Crossings</b>			
<p><b>PC4</b></p> <p>Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <p>a) a safe footpath environment;</p> <p>b) safe vehicular access to the property;</p>	<p><b>AS4</b></p> <p>Driveways are designed and constructed in accordance with relevant sections of <b>Planning Scheme Policy 11 – Land Development Guidelines.</b></p>	<p><b>Not Applicable.</b></p> <p>A CHR intersection will be constructed in order to provide access and egress for the proposed quarry development. The construction of this intersection does not constitute a ‘driveway’ crossover as detailed in the Acceptable Solution.</p>	

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c) appropriate hydraulic performance of the stormwater infrastructure; d) no damage to vehicle or road infrastructure; e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood.			
<b>Development that is Code Assessable or Impact Assessable</b>			
<b>Building Height</b>			
<b>PC5</b> All buildings must be of a height which is in keeping with the predominant character of the surrounding area. Building height must not result in a significant loss of visual amenity.	<b>AS5</b> The building or structure is more than 11.5 metres in height, and is ancillary to the buildings on site or other extractive industry purposes.	<b>Alternate Solution</b> The proposed quarry development does not involve an extensive number of buildings. It is acknowledged that specific designs for the envisaged buildings have not yet been prepared. It is envisaged that the heights of the buildings that are to be situated on Lot 105 adhere with the Acceptable Solution. It is anticipated that the proposed buildings associated with the quarry development (i.e. weighbridge office, site office, workshop, laboratory etc) will achieve compliance with the Acceptable Solution. Despite the above, the overall height of some of the permanent plant elements will exceed 11.5m in height. The plant does not constitute a 'building' but it will be a permanent structure that has the potential to be viewed from the surrounding area. For the most part, views of the plant will be minimised, particularly with respect to the	

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		<p>allotments and roads that immediately adjoin the boundaries of Lot 105. From some of the higher vantage points in the surrounding area, some elements of the plant will be visible (refer to the visual assessment contained in <b>Appendix S</b> of the EIS). The plant will be coloured green to assist with blending the structures in with the vegetated back drop. This treatment approach will assist in minimising potential visual impacts in the context of external views into the proposed quarry.</p>	
<b>Siting</b>			
<p><b>PC6</b></p> <p>All buildings and associated structures must be sited to maintain accessibility to the extractive resources and to complement the local landscape character and the built form of the surrounding area, having regard to:</p> <ul style="list-style-type: none"> <li>a) overland flow path;</li> <li>b) natural water systems;</li> <li>c) remnant vegetation.</li> </ul>	<p><b>AS6</b></p> <p>The building or structure is located in accordance with an approved Extractive Industry Management Plan for the site.</p>	<p><b>Alternate Solution.</b></p> <p>In relation to the Performance Criterion, the following comments are provided:</p> <ul style="list-style-type: none"> <li>(a) By the very nature of the proposed development, existing, natural overland flow paths, will be altered within the disturbance footprint in order to accommodate the facility. Despite this, all rainwater / runoff captured within the disturbance footprint will be retained in the quarry dam, quarry pit sump or sedimentation pond for use as part of the everyday operation of the quarry. Beyond the disturbance footprint, natural overland flow paths within Lot 105 will not be altered as a result of the development.</li> <li>(b) Natural water systems are not defined in the planning scheme. In any case, the proposed buildings and plant will be located in excess of 30m from the</li> </ul>	

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		<p>identified watercourses on Lot 105. Furthermore, these structures will not adversely impact on any waterways situated beyond the disturbance footprint.</p> <p>(c) Within Lot 105, remnant vegetation is identified on the State's ecosystem mapping. The proposed disturbance footprint will not encroach into this identified area. In order to construct the access intersection, identified remnant vegetation within the Old Coach Road reserve area will need to be cleared. A vegetation offset regime will be undertaken within Lot 105 in order to enhance the ecological equivalence on the site as a result of clearing.</p>	
<b>Building Appearance</b>			
<p><b>PC7</b></p> <p>All buildings and structures must be designed and constructed to a high standard and to complement or enhance the character of the local area.</p>	<p><b>AS7</b></p> <p>No acceptable solution provided.</p>	<p><b>Alternate Solution.</b></p> <p>The massing of the buildings proposed on Lot 105 will be functional in the context of the intended use of each proposed building. The massing of the proposed buildings on Lot 105 is irrelevant since these buildings will not be viewable from the surrounding street network or allotments.</p> <p>In terms of the plant on the site, the design of these structures is function for the intended use. Some of the plant equipment will be visible from higher vantage points in the surrounding area. However, a combination of colour (green), the existing vegetation and topography will combine to ensure that external views of the plant is</p>	

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		<p>minimised.</p> <p>The materials that will be utilised for both the proposed buildings and plant will again be function to the intended use. For the most part, the plant in particular will be coloured green to blend into the backdrop of the vegetated buffer area that will be retained on Lot 105.</p>	
<b>Advertising Devices</b>			
<p>PC8</p> <p>All signage should be complementary to the design and style of the buildings on the site on which it is located and to signs and development on adjoining sites. All advertising devices must be designed and constructed to complement the local character of the area.</p>	<p><b>AS8.1</b></p> <p>All buildings, containing a commercial use component, contain signage envelopes on the exterior of the frontages of the building structure to enable the signage</p>	<p><b>Can Comply (where relevant)</b></p> <p>The buildings within the proposed quarry facility will not be viewable from the streets or adjoining allotments. In any case, signage in relation to the proposed buildings would be interpretative and complementary to the design and function of the building.</p> <p>The majority of the signage associated with the proposed quarry will be interpretative / safety signage. A sign will be erected near the entrance of the facility confirming the nature of the land use / operation.</p> <p>The design and location of any signage associated with the quarry has not been finalised at this point in time. If required, the necessary Operational Works application will be prepared and lodged with Council for assessment.</p> <p><b>Not Applicable.</b></p> <p>None of the proposed buildings will be commercial in terms of use.</p>	

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	<p>requirements of the end use business operation to be satisfied. Such signage envelopes allow for signage, which does not dominate the facade and which complements the design of the building.</p> <p><b>AS8.2</b></p> <p>Freestanding signs complement the design of the buildings to which they relate, do not dominate the streetscape of a locality, are compatible with signage on adjoining sites, and clearly identify the product or business being promoted.</p>	<p><b>Not Applicable.</b></p> <p>Freestanding advertising signs are not anticipated at this point in time.</p>	
<b>Landscape Work</b>			
<p><b>PC9</b></p> <p>Landscaping proposals for new development must clearly contribute to the protection and enhancement of the existing dominant visual features of the local area.</p>	<p><b>AS9</b></p> <p>No acceptable solution provided.</p>	<p><b>Complies.</b></p> <p>Landscape work associated with the proposed quarry development will be primarily rehabilitation and restoration works within the buffer area. These works will improve the existing habitat and corridor values. The vegetation that will be utilised will replicate the vegetation species that currently exist in the buffer area.</p> <p>Rehabilitation works will also be undertaken on the benches associated with various quarry walls. The vegetation species that will be utilised in this request will be Australian natives that grow quickly.</p> <p>It is also anticipated that landscaping will be undertaken around the buildings proposed on the site. Specific details relating to this landscaping will be provided as part of future Operational Works applications.</p>	

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<p><b>PC10</b></p> <p>All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area and any adjoining residential or public open space areas.</p>	<p><b>AS10</b></p> <p>The car park area, open space and buffer areas of the lot are landscaped with design and use of plant species generally consistent with that of adjacent and nearby lots. The design may incorporate extensive paved areas for pedestrian use.</p>	<p><b>Complies.</b></p> <p>Landscape work associated with the proposed quarry development will be primarily rehabilitation and restoration works within the buffer area. These works will improve the habitat and corridor values. The vegetation that will be utilised will replicate the vegetation species that currently exist in the buffer area.</p> <p>Rehabilitation works will also be undertaken on the benches associated with various quarry walls. The vegetation species that will be utilised in this request will be Australian natives that grow quickly.</p> <p>With respect to the car park area, given that the plant and facility area will be constructed on levelled hard rock, the opportunities to plant significant vegetation in the car park area is minimal. However, some screening landscaping may be provided, which would be detailed as part of a future Operational Works application. It is noted that the car parking area will not be visible from either the adjoining roads or allotments.</p>	
<b>Amenity Protection</b>			
<p><b>PC11</b></p> <p>The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of:</p> <p>a) noise;</p> <p>b) hours of operation;</p>	<p><b>AS11</b></p> <p>No acceptable solution provided.</p>	<p>The response provided below addresses both PC11 and PC12.</p> <p><b>Complies where Applicable</b></p> <p>&gt; <b>Noise.</b> The ameliorative measures that will be established as part of the proposed quarry development ensures that compliance with the regulatory</p>	

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<p>c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.</p>		<p>limits is achieved. Reference is to be made to the acoustic assessment contained in <b>Appendix II</b> of the EIS.</p> <p>&gt; <b>Hours of Operation.</b> In general terms, the hours of operation for the proposed quarry development will be as follows:</p> <p><u>Establishment, Development and Construction Stages</u></p> <ul style="list-style-type: none"> <li>- Access: 6:00am-6:00pm Monday to Saturday;</li> <li>- Construction and Site Works: 6:30am-6:00pm Monday to Saturday;</li> <li>- Sales and Dispatch: 6:30am-6:00pm Monday to Saturday;</li> <li>- Mobile Crushing and Screening: 7:00am-6:00pm Monday to Saturday;</li> <li>- Maintenance: 24 hours Monday to Saturday and 8:00am-6:00pm Sundays; and</li> <li>- Blasting: 9:00am-5:00pm Monday to Friday.</li> </ul> <p><u>Quarrying Stage</u></p> <ul style="list-style-type: none"> <li>- Access: 6:00am-6:00pm Monday to Saturday;</li> <li>- Extraction: 6:30am-6:00pm Monday to Saturday;</li> <li>- Sales and Dispatch: 6:30am-6:00pm Monday to Saturday;</li> <li>- Crushing and Screening: 6:30am-6:00pm Monday to Saturday;</li> </ul>	

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		<ul style="list-style-type: none"> <li>- Maintenance: 24 hours Monday to Saturday and 8:00am-6:00pm Sundays; and</li> <li>- Blasting: 9:00am-5:00pm Monday to Friday.</li> </ul> <p>The recommendations and ameliorative aspects detailed in the acoustic assessment confirm the appropriateness of the above hours of operation.</p> <p>It is noted that the hours of operation that are proposed are consistent with other recent extractive industry approvals in the City.</p> <p>Reference is to be made to the acoustic assessment contained in <b>Appendix II</b> of the EIS.</p> <p>&gt; <b>Traffic.</b> The traffic assessment has details that the traffic generated by the project will have an insignificant impact on the safety and efficiency of the surrounding road network.</p> <p>SPP 2/07 details that the haulage routes associated with the KRA can either be via Old Coach Road or a proposed extension to the Bermuda Street interchange.</p> <p>As a result of the traffic report findings, minor upgrades are proposed for one intersection along Old Coach Road to assist with accommodating the additional amount of heavy vehicles utilising the road.</p> <p>The Bermuda Street extension, though not constructed, would ultimately</p>	

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		<p>represent the best option, not only for the proposed quarry development but also the wider community (in terms of providing a more direct route to the Pacific Motorway).</p> <p>Reference is to be made to the traffic assessment contained in <b>Appendix LL</b> of the EIS.</p> <ul style="list-style-type: none"> <li>&gt; <b>Lighting.</b> Lighting will be required as necessary within the operating area of the proposed quarry. It is not anticipated that this lighting will adversely impact the surround area on the basis of the topography, level of the quarry and the extent of existing vegetation being retained. Reference is to be made to the lighting assessment contained in <b>Appendix T</b> of the EIS.</li> <li>&gt; <b>Signage.</b> Signage will be required as part of the proposed quarry. This signage will mainly be interpretation (e.g. safety measures), but there will also be a sign on the frontage confirming the quarry operations. A future Operational Works application, where applicable, would address the signage aspects.</li> <li>&gt; <b>Visual Amenity.</b> The retention of approximately 70% of Lot 105 for the purposes a vegetated buffer will assist with minimising external views of the proposed quarry development, particularly with respect to the roads and allotments that immediately adjoin the boundaries of Lot 105.</li> </ul> <p>With respect to the higher vantage</p>	

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		<p>points in the surrounding area, it is acknowledged that 5 to 6 the upper benches within the quarry pit may be visible after 25 to 30 years. Rehabilitation of these and other benches is proposed in order to minimise potential visual impacts. Reference is to be made to the visual assessment (<b>Appendix S</b> of the EIS) and the rehabilitation report (<b>Appendix N</b> of the EIS).</p> <ul style="list-style-type: none"> <li>&gt; <b>Privacy.</b> Privacy in the context of the proposed quarry development impacting upon nearby residential areas is not an issue on the basis of the topography of the land and the existing vegetation that will be retained as a buffer. In other terms, the proposed quarry facility will not have direct views into nearby residential dwellings.</li> <li>&gt; <b>Odour and Emissions.</b> The air quality report that has been prepared for the EIS confirms the odour is not an issue with respect to the operation of the proposed quarry development. In terms of air emissions, the air quality report confirms that potential impacts can be appropriately mitigated and managed within the boundaries of Lot 105 (refer to <b>Appendix GG</b> of the EIS). Furthermore, silica dust is anticipated to be a non-issue on the basis of the rock formation.</li> </ul> <p>Where applicable in relation to the above aspects, the technical reports have confirmed that the necessary regulatory limits will be achieved as a result of the</p>	

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		design of the proposed quarry, the retention of the buffer area and the mitigation / management measures that are proposed.	
<p><b>PC12</b></p> <p>The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of:</p> <ul style="list-style-type: none"> <li>a) noise;</li> <li>b) hours of operation;</li> <li>c) traffic;</li> <li>d) lighting;</li> <li>e) signage;</li> <li>f) visual amenity;</li> <li>g) privacy;</li> <li>h) odour and emissions.</li> </ul>	<p><b>AS12</b></p> <p>No acceptable solution provided.</p>	<p>Reference is to be made above to the response provided for PC11. This response includes where necessary a discussion about mitigating potential impacts in the context of the surrounding residential areas.</p>	
<b>Public Safety</b>			
<p><b>PC13</b></p> <p>All blasting activity, associated with the extractive industry must be located and undertaken in a manner to ensure that a high level of public safety is maintained.</p>	<p><b>AS13</b></p> <p>No acceptable solution provided.</p>	<p><b>Complies.</b></p> <p>The blasting report that has been prepared for the EIS process confirms that compliance will be achieved with the regulatory limits in terms of vibration and overpressure (refer to <b>Appendix JJ</b> of the overall EIS package).</p> <p>Furthermore, the blasting regime that will be undertaken will minimise the potential for fly rock to cause damage or harm with respect</p>	

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		to the adjoining properties.	
<b>Environmental Management</b>			
<p><b>PC14</b> All extractive industry activities must be undertaken in a manner which minimises environmental impact of the proposed use and operation on and off the site.</p>	<p><b>AS14.1</b> The Extractive Industry Management Plan has been prepared by a competent person, in accordance with the <b>Extractive Industry Management Plan Guidelines</b>.</p> <p><b>AS14.2</b> A Site Rehabilitation Plan has been prepared by a competent person, and demonstrates the site will be reclaimed and rehabilitated to a stable and attractive state.</p>	<p><b>Can Comply.</b> An environmental management plan has been prepared in response to the Terms of Reference (refer to <b>Appendix TT</b> of the EIS). The management plan referenced in the Acceptable Solution was not a specific requirement of the Terms of Reference, however the document can be prepared at a later date if required.</p> <p><b>Complies.</b> The Terms of Reference required the preparation of a lake management plan to be prepared in the context of the potential end use of the quarry pit (refer to <b>Appendix O</b> of the EIS). Given the anticipated life of the quarry, it is not possible at this point in time to determine an appropriate end use for the site.</p> <p>A rehabilitation plan has also been prepared detailing how the quarry benches will be rehabilitated throughout the life of (refer to <b>Appendix N</b> of the EIS).</p> <p>A rehabilitation, restoration and on-going management regime will be undertaken within the buffer area in order to improve the habitat and connectivity values.</p>	
<p><b>PC15</b> All activities undertaken as part of the</p>	<p><b>AS15</b> The materials and outputs from the</p>	<p><b>Complies.</b> The stormwater / hydraulic assessment that</p>	

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<p>extractive industry operation must not cause harm to the surrounding environment.</p>	<p>extractive industry land use do not pollute any watercourse, water storage, drainage system, man-made lakes or canals or land adjacent to the extractive industry.</p>	<p>has been completed confirms that any release of water from the quarry dam or sedimentation pond will have a no worsening impact on downstream areas (refer to <b>Appendix EE</b> of the EIS).</p> <p>The stormwater quality management plan prepared for the EIS confirms that runoff captured within the disturbance footprint will be appropriately treated (refer to <b>Appendix EE</b> of the EIS).</p>							
<b>Hours Of Operation</b>									
<p><b>PC16</b> All extractive industry activities must be undertaken within appropriate hours to minimise nuisance to adjoining and surrounding development.</p>	<p><b>AS16.1</b> The extraction, crushing, screening operations and loading of materials of the extractive industry operate within the following hours:</p> <table border="0"> <tr> <td>Monday to Friday</td> <td>7.00am – 6.00pm</td> </tr> <tr> <td>Saturday and public holidays</td> <td>8.00am – 12 noon</td> </tr> <tr> <td>Sunday</td> <td>nil</td> </tr> </table>	Monday to Friday	7.00am – 6.00pm	Saturday and public holidays	8.00am – 12 noon	Sunday	nil	<p><b>Alternate Solution.</b> The hours of operation for the proposed quarry development will be as follows: <u>Establishment, Development and Construction Stages</u></p> <ul style="list-style-type: none"> <li>&gt; Access: 6:00am-6:00pm Monday to Saturday;</li> <li>&gt; Construction and Site Works: 6:30am-6:00pm Monday to Saturday;</li> <li>&gt; Sales and Dispatch: 6:30am-6:00pm Monday to Saturday;</li> <li>&gt; Mobile Crushing and Screening: 7:00am-6:00pm Monday to Saturday;</li> <li>&gt; Maintenance: 24 hours Monday to Saturday and 8:00am-6:00pm Sundays; and</li> <li>&gt; Blasting: 9:00am-5:00pm Monday to Friday.</li> </ul> <p><u>Quarrying Stage</u></p> <ul style="list-style-type: none"> <li>&gt; Access: 6:00am-6:00pm Monday to</li> </ul>	
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	<p><b>AS16.2</b></p> <p>The loading and distribution of material occurs within the hours of operations, set out in AS16.1, and only occurs outside</p>	<p>Saturday;</p> <ul style="list-style-type: none"> <li>&gt; Extraction: 6:30am-6:00pm Monday to Saturday;</li> <li>&gt; Sales and Dispatch: 6:30am-6:00pm Monday to Saturday;</li> <li>&gt; Crushing and Screening: 6:30am-6:00pm Monday to Saturday;</li> <li>&gt; Maintenance: 24 hours Monday to Saturday and 8:00am-6:00pm Sundays; and</li> <li>&gt; Blasting: 9:00am-5:00pm Monday to Friday.</li> </ul> <p>On the basis of the above, it is evident that machinery / vehicles cannot be operated on site until 6:30am each day.</p> <p>It is noted that the hours of operation that are proposed are consistent with other recent extractive industry approvals in the City.</p> <p>The recommendations and ameliorative aspects detailed in the acoustic assessment confirm the appropriateness of the above hours of operation.</p> <p>Reference is to be made to the acoustic assessment contained in <b>Appendix II</b> of the EIS.</p> <p><b>Alternate Solution.</b></p> <p>The comments provided above in relation to AS 16.1 are also of relevance to AS 16.2.</p>	

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	<p>these hours where prior approval in writing from Council has been obtained.</p> <p><b>AS16.3</b> Blasting and explosions are conducted only between the hours of 9am and 5pm Monday to Friday, excluding weekends and public holidays.</p>	<p><b>Complies.</b></p> <p>The proponent also operates the existing West Burleigh Quarry. The normal blasting regime at this quarry is that the event happens once a week (not on weekends) during the day. A similar program will be implemented at the proposed quarry.</p> <p>This is demonstrated by the proposed hours of operation for blasting.</p>	
<b>Visual Amenity</b>			
<p><b>PC17</b></p> <p>The visual impact of the extractive industry activities must be reduced, to achieve integration with the surrounding landscape.</p>	<p><b>AS17.1</b> No extractive industry or ancillary activity is conducted within 40 metres of any boundary of the site.</p> <p><b>AS17.2</b> Views into the site, including quarry floor, benches and faces, are not immediately visible from the road frontage and adjoining properties.</p>	<p><b>Complies.</b></p> <p>The quarry pit and plant area associated with the quarry operation is situated in excess of 40m from the boundaries of Lot 105. The only exception to this is the access road that links with Old Coach Road.</p> <p><b>Complies.</b></p> <p>The existing topography and the extent of the vegetated buffer that will be retained means that there will be no external views into the proposed quarry from the roads or allotments that immediately adjoin the site.</p> <p>It is acknowledged that 5 or 6 of the upper quarry pit benches will visible from Old Burleigh Town after 25 to 30 years. Rehabilitation is proposed on the quarry benches in order to minimise potential</p>	

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	<p><b>AS17.3</b></p> <p>The site adjoins a residential lot and/or public open space and a buffer area is provided to create a visual and acoustic barrier between the two uses. The buffer contains:</p> <ul style="list-style-type: none"> <li>a) screen planting; and/or</li> <li>b) a screen fence on the dividing boundary to the residential lot.</li> </ul>	<p>visual impacts.</p> <p><b>Complies.</b></p> <p>Approximately 70% of Lot 105 will be retained as a vegetated buffer area. As a result, there will be a significant visual buffer between the quarry operations and the allotments that immediately adjoin the site. This vegetated area will provide a visual buffer to the quarry. Screening will be erected within the disturbance footprint to mitigate potential acoustic impacts.</p>	
<b>Storage</b>			
<p><b>PC18</b></p> <p>Ancillary storage of goods or materials in open areas must be presented in a manner that does not detract from the visual amenity of the local area.</p>	<p><b>AS18</b></p> <p>The open area used for the storage of vehicles machinery, goods and materials used on the site is:</p> <ul style="list-style-type: none"> <li>a) located no closer than ten metres from either the main street frontage or any other boundary;</li> <li>b) is effectively screened with fencing or vegetation.</li> </ul>	<p><b>Complies.</b></p> <p>Any open area associated with the storage of machinery and vehicles will be situated in excess of 10m from any boundary of Lot 105. Any such open area would be located near the plant area and will be screened from the adjoining roads and allotments by way of the topography and the vegetated buffer that will be retained.</p>	
<b>Traffic</b>			
<p><b>PC19</b></p> <p>The traffic and parking generated by the proposed development on the surrounding road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p><b>AS19</b></p> <p>A traffic impact analysis has been undertaken by a suitably qualified and experienced person which identifies the expected traffic movements generated by the proposal, any associated impacts on the road network, and any work that will be</p>	<p><b>Complies.</b></p> <p>A traffic impact assessment has been prepared in response to the Terms of Reference (refer to <b>Appendix LL</b> of the EIS).</p> <p>The traffic assessment has details that the traffic generated by the project will have an</p>	

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	required to address the identified impacts.	insignificant impact on the safety and efficiency of the surrounding road network.  In any case, the traffic assessment recommends remedial works at one identified intersection as part of the development.	
<b>Impacts from Agricultural Activity</b>			
<p><b>PC20</b></p> <p>Where a sensitive receptor proposed to be located adjacent to agricultural activities and undertaken on a site identified on <b>OM2 – Good Quality Agricultural Land</b>, impacts from agricultural activities, (including: chemical spray drift, odour, noise, dust, smoke and ash) must not adversely affect community public health, safety and amenity.</p> <p><b>Note:</b> <i>For the purposes of PC20, Sensitive Receptor is defined as a dwelling, mobile home or caravan park, residential marina or other residential place in a residential development, a motel, hotel or hostel, a child care centre, kindergarten, school, university or other educational institution or a medical centre or hospital.</i></p>	<p><b>AS20.1</b></p> <p>The sensitive receptor is adjacent to agricultural activity that emits noise, and a separation distance between the sensitive receptor and the agricultural land is in accordance with solutions outlined on <b>Page 16 of the Planning Guidelines: Separating Agricultural and Residential Land Uses – August 1997 (DNR, DGLP).</b></p> <p><b>AS20.2</b></p> <p>The sensitive receptor is adjacent to agricultural activity that emits odour, dust, smoke, ash or chemical spray and a separation distance between residential development and the agricultural land is not less than 500 metres.</p>	<p><b>Not Applicable.</b></p> <p>Lot 105 is not detailed on Overlay Map OM2 as being good quality agricultural land. This aspect, along with the fact that the proposed development does not involve agricultural pursuits, means that this particular Performance Criterion and the Associated Acceptable Solution is irrelevant.</p>	
<b>Environmental Protection</b>			
<p><b>PC21</b></p> <p>The development must avoid detrimental impact on the natural environment by:</p> <p>a) conserving to the greatest extent</p>	<p><b>AS21</b></p> <p>No acceptable solution provided.</p>	<p><b>Complies (where Relevant), otherwise Alternate Solution.</b></p> <p>In relation to the Performance Criterion, the following comments are provided:</p>	

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<p>possible the nature conservation and environmental values of the site and its surrounds;</p> <p>b) minimising site disturbance, erosion and loss of soil;</p> <p>c) avoiding changes to ground level wherever possible;</p> <p>d) minimising impacts due to changes in the quantity and quality of stormwater.</p>		<p>(a) Approximately 70% of Lot 105 will be retained as a vegetated buffer area. A rehabilitation, restoration and on-going management program will be implemented to improve the habitat and connectivity and conservation values of the buffer area. This program will also result in increasing the number of food trees for the glossy black cockatoo and a net benefit for the koala will also be achieved. Furthermore, the proposed disturbance footprint will not encroach upon the identified areas of remnant vegetation within the boundaries of Lot 105 or any threatened species of national significance.</p> <p>(b) By the very nature of the proposed development, the site will be disturbed (it has to be in order to extract the hard rock resource). A sediment and erosion control program has been prepared (refer to <b>Appendix W</b> of the EIS). This document will be refined at the detailed design stage as part of a future Operational Works application. The sedimentation pond will also assist with detaining eroded soil within the disturbance footprint.</p> <p>(c) By the very nature of the proposed development, the ground level will be changed (it has to be in order to extract the hard rock resource), but only within the extent of the identified disturbance footprint.. The extent of earthworks that will occur on site during the Establishment, Development and Construction Stages has been dictated</p>	

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		<p>by the extent of overburden that is required to be removed. The proponent could have set the plant pad level deeper (resulting in a larger, deeper quarry pit), but as a result, a greater volume of overburden would have been required to be removed, thereby prolonging the construction and establishment period for the facility.</p> <p>(d) As demonstrated in the stormwater / hydraulic report that has been prepared, if water is to be released from either the quarry dam or sedimentation pond, it will have a no worsening impact on the downstream areas (refer to <b>Appendix EE</b> of the EIS).</p>	

Part 5, Division 2, Chapter 12 of the 2003 Gold Coast Planning Scheme

## Emerging Communities Domain Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<b>Development that is Self Assessable, Code Assessable or Impact Assessable</b>			
<b>Building Height</b>			
<p><b>PC1</b></p> <p>All buildings must be of a height which is in keeping with the predominantly rural character of the surrounding area. Building height must not result in a significant loss of visual amenity.</p>	<p><b>AS1</b></p> <p>The building is not more than 8.5 metres in height and has a maximum of two storeys.</p>	<p><b>Alternate Solution</b></p> <p>The proposed quarry development does not involve an extensive number of buildings. It is acknowledged that specific designs for the envisaged buildings have not yet been prepared. It is envisaged that the heights of the buildings that are to be situated on Lot 105 (i.e. weighbridge office, site office, workshop, laboratory etc) achieve compliance with the Acceptable Solution.</p> <p>Despite the above, the overall height of some of the permanent plant elements will exceed 8.5m in height. The plant does not constitute a 'building' but it will be a permanent structure that has the potential to be viewed from the surrounding area.</p> <p>Views of the plant will be minimised, particularly with respect to the allotments and roads that immediately adjoin the boundaries of Lot 105. From some of the higher vantage points in the surrounding area, some elements of the plant will be visible (refer to the visual assessment contained in <b>Appendix S</b> of the EIS). The plant will be coloured green to assist with blending the structures in with the vegetated back drop. This treatment approach will assist in minimising potential</p>	

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		visual impacts in the context of external views into the proposed quarry.	
<b>Accommodation Density</b>			
<p><b>PC2</b></p> <p>Accommodation density must be low to maintain and enhance the quality of rural landscape, farm land, natural landscapes and the hinterland scenic backdrop, except where a Structure Plan Designation allows greater densities to be achieved with all adverse impacts managed.</p>	<p><b>AS2.1.1</b></p> <p>The dwelling density does not exceed one detached dwelling per lot.</p> <p>OR</p> <p><b>AS2.1.2</b></p> <p>The site exceeds one detached dwelling per lot and an approval for a family accommodation and/or a caretaker's residence has been granted.</p> <p>OR</p> <p><b>AS2.1.3</b></p> <p>The site exceeds one detached dwelling per lot and is consistent with a Council approved Structure Plan for the area including the subject site.</p>	<p><b>Not Applicable.</b></p> <p>Residential land uses are not proposed for Lot 105.</p>	
<b>Site Coverage</b>			
<p><b>PC3</b></p> <p>The site coverage of development will be in accordance with the character and function of the local area.</p>	<p><b>AS3.1.1</b></p> <p>The site coverage of the development does not exceed 5%.</p> <p>OR</p> <p><b>AS3.1.2</b></p> <p>The site coverage of the development exceeds 5% and is consistent with a Council approved Structure Plan for the area including the subject site.</p> <p>OR</p> <p><b>AS3.1.3</b></p>	<p><b>Complies.</b></p> <p>Lot 105 has an area of approximately 217 hectares. The 5% site coverage equates to 10.8 hectares. The area of Lot 105 to be utilised for the buildings and permanent plant area will be, on the basis of the plans submitted as part of the EIS, less than 10.8 hectares.</p>	

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	<p>The development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval (i.e. the lot is intended to be serviced by sewerage reticulation and the development complies with the conditions of the subdivision approval and any subsequent operational works approval. Except where the earlier approval specifies otherwise, the site coverage does not exceed 50%.</p>		
<b>Building Setbacks</b>			
<p><b>PC4</b></p> <p>All buildings must provide for setbacks from the street frontage and the side and rear boundaries of the site, which are appropriate for the:</p> <ul style="list-style-type: none"> <li>a) efficient use of the site;</li> <li>b) semi-rural or other local character of the area;</li> <li>c) separation from neighbouring properties and from frontages to roads.</li> </ul>	<p><b>AS4.1.1</b></p> <p>All buildings are set back not less than ten metres from the frontage and six metres from the side and rear boundaries of the site.</p> <p>OR</p> <p><b>AS4.1.2</b></p> <p>The development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval (i.e. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval and any subsequent operational works approval. Except where the earlier approval specifies otherwise, the frontage setback is not less than 6 metres and all other setbacks are not less than 1.5 metres.</p>	<p><b>Complies.</b></p> <p>The buildings and plant associated with the development are, in general terms, centrally located on Lot 105. As a result, the associated set back distances are far greater than what is detailed in the Acceptable Solution.</p>	
<p><b>PC5</b></p> <p>All buildings must provide for setbacks from water courses/waterways which are</p>	<p><b>AS5</b></p> <p>All buildings are set back not less than 30 metres from the top of the high bank of a</p>	<p><b>Complies (watercourses).</b></p> <p>It has been determined that two watercourses exist on Lot 105. All buildings</p>	

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<p>appropriate to ensure the protection of water quality in those watercourses and riparian vegetation associated with those watercourses.</p>	<p>waterway as identified on <b>Overlay Map 11 – Natural Wetland and Waterway Areas</b>. Where no definable bank is present, the setback is to be measured from the normal water level.</p>	<p>and plant associated with the operation of the proposed quarry development are located in excess of 30m from these identified watercourses.</p> <p><b>Acceptable Solution (waterways)</b></p> <p>Overlay Map OM11-4 identifies a number of waterways on Lot 105 (two of which have been determined to be watercourses). Two of the identified waterways on Lot 105 are man-made dams, one of which will become the quarry dam for the operation of the facility. The dams are not subject to this particular Acceptable Solution.</p> <p>A number of the ‘waterways’ identified on the Overlay Map are situated within the disturbance footprint of the development.. The water resources assessment prepared for the EIS addresses the catchment areas on the site in the context of the proposed development (refer to <b>Appendix CC</b>).</p> <p>With respect to the ‘waterways’ situated beyond the disturbance footprint, the proposed buildings and plant will achieve compliance with the setback distance detailed in the Acceptable Solution.</p> <p><b>Complies (Riparian Vegetation)</b></p> <p>Riparian vegetation has been determined to exist on Lot 105, particularly with respect to the watercourses. This vegetation is not proposed to be cleared.</p> <p>A rehabilitation, restoration and on-going management regime will be undertaken in the buffer area which will improve habitat and corridor values (including riparian communities).</p>	

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<b>Vehicular Crossing</b>			
<p><b>PC6</b></p> <p>Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <ul style="list-style-type: none"> <li>a) a safe footpath environment;</li> <li>b) safe vehicular access to the property;</li> <li>c) appropriate hydraulic performance of the stormwater infrastructure;</li> <li>d) no damage to vehicle or road infrastructure;</li> <li>e) minimal loss of on-street parking spaces;</li> <li>f) continued amenity of the neighbourhood.</li> </ul>	<p><b>AS6</b></p> <p>Driveways are designed and constructed in accordance with relevant sections of <b>Planning Scheme Policy 11 – Land Development Guidelines</b>.</p>	<p><b>Not Applicable.</b></p> <p>A CHR intersection will be constructed in order to provide access and egress for the proposed quarry development. The construction of this intersection does not constitute a ‘driveway’ crossover as detailed in the Acceptable Solution.</p>	
<b>Development that is Code Assessable or Impact Assessable</b>			
<b>Building Height</b>			
<p><b>PC7</b></p> <p>All buildings must be of a height which is in keeping with the predominantly rural character of the surrounding area. Building height must not result in a significant loss of visual amenity.</p>	<p><b>AS7</b></p> <p>The building is not more 11.5 metres in height, and has a maximum of three storeys, and is set back at a minimum of 15 metres from the frontage and ten metres from the rear site boundaries of the site.</p>	<p><b>Alternate Solution</b></p> <p>The proposed quarry development does not involve an extensive number of buildings. It is acknowledged that specific designs for the envisaged buildings have not yet been prepared. It is envisaged that the heights of the buildings that are to be situated on Lot 105 (i.e. weighbridge office, site office, workshop, laboratory etc) will achieve compliance with the Acceptable Solution.</p> <p>Despite the above, the overall height of some of the permanent plant elements will exceed 11.5m in height. The plant does not</p>	

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		<p>constitute a 'building' but it will be a permanent structure that has the potential to be viewed from the surrounding area.</p> <p>Views of the plant will be minimised, particularly with respect to the allotments and roads that immediately adjoin the boundaries of Lot 105. From some of the higher vantage points in the surrounding area, some elements of the plant will be visible (refer to the visual assessment contained in <b>Appendix S</b> of the EIS). The plant will be coloured green to assist with blending the structures in with the vegetated back drop. This treatment approach will assist in minimising potential visual impacts in the context of external views into the proposed quarry.</p>	
<b>Siting</b>			
<p><b>PC8</b></p> <p>All buildings must be sited to complement the natural landscapes and topographical features of the site and the surrounding rural area, having regard to:</p> <ul style="list-style-type: none"> <li>a) significant views and vistas;</li> <li>b) natural water systems;</li> <li>c) remnant vegetation;</li> <li>d) a site analysis, prepared in accordance with <b>Planning Scheme Policy 17 – Site Analysis</b>.</li> </ul>	<p><b>AS8</b></p> <p>No acceptable solution provided.</p>	<p><b>Complies (where Relevant), otherwise Alternate Solution.</b></p> <p>In relation to the Performance Criterion, the following comments are provided:</p> <ul style="list-style-type: none"> <li>(a) The proposed buildings associated with the quarry operations will not be viewable from the surrounding area.</li> </ul> <p>In terms of the plant on the site, the design of these structures is function for the intended use. Some of the plant equipment will be visible from higher vantage points in the surrounding area. However, a combination of colour (green), the existing vegetation and topography will combine to ensure that external views of the plant is minimised.</p>	

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		<p>(b) Natural water systems are not defined in the planning scheme. In any case, the proposed buildings and plant will be located in excess of 30m from the identified watercourses on Lot 105. Furthermore, these structures will not adversely impact on any waterways situated beyond the disturbance footprint.</p> <p>(c) Within Lot 105, remnant vegetation is identified on the State's ecosystem mapping. The proposed disturbance footprint will not encroach into this identified area. In order to construct the access intersection, identified remnant vegetation within the Old Coach Road reserve area will need to be cleared. A vegetation offset regime will be undertaken within Lot 105 in order to enhance the ecological equivalence on the site as a result of clearing.</p> <p>(d) A site analysis is viewed as being unnecessary in the context of the proposed development. The location of the quarry is dictated by the location of the hard rock resource. The buildings and plant have been located in terms of functionality, and the impact external views of these structures will be minimised.</p>	
<b>Building Appearance</b>			

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<p><b>PC9</b></p> <p>All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the character of the local area.</p>	<p><b>AS9.1</b></p> <p>The massing and proportions of new buildings are consistent with those of adjoining or neighbouring buildings.</p> <p><b>AS9.2</b></p> <p>Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.</p>	<p><b>Alternate Solution.</b></p> <p>The massing of the buildings proposed on Lot 105 will be functional in the context of the intended use of each proposed building. The massing of the proposed buildings on Lot 105 is irrelevant since these buildings will not be viewable from the surrounding street network or allotments.</p> <p>In terms of the plant on the site, the design of these structures is function for the intended use. Some of the plant equipment will be visible from higher vantage points in the surrounding area. However, a combination of colour (green), the existing vegetation and topography will combine to ensure that external views of the plant is minimised.</p> <p><b>Alternate Solution.</b></p> <p>The materials that will be utilised for both the proposed buildings and plant will again be function to the intended use. The plant in particular will be coloured green to blend into the backdrop of the vegetated buffer area that will be retained on Lot 105.</p>	
<b>Car Park Areas</b>			
<p><b>PC10</b></p> <p>All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook, provide shade for parked vehicles, and contribute towards the quality presentation of new developments.</p>	<p><b>AS10.1</b></p> <p>Significant trees are preserved and incorporated into car parking areas.</p>	<p><b>Alternate Solution.</b></p> <p>Significant trees within the disturbance footprint on Lot 105 will not be retained. Due to the nature of the proposed land use, all trees within the disturbance footprint will be cleared as required to facilitate the</p>	

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	<p><b>AS10.2</b></p> <p>Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. Any portion of a car parking area that is not utilised for parking bays, access aisles or any other essential purpose is utilised for landscaping.</p>	<p>development.</p> <p>Furthermore, given that the plant and facility area will be constructed on levelled hard rock, the opportunities to plant significant vegetation in the car park area is minimal.</p> <p>Any landscaping associated with the car parking area will be detailed as part of a future Operational Works application.</p> <p><b>Alternate Solution.</b></p> <p>On the basis of the Acceptable Solution, and the number of car parks proposed, a total 1 landscaped bay would be required. This is not feasible.</p> <p>Given that the plant and facility area will be constructed on levelled hard rock, the opportunities to plant significant vegetation in the car park area is minimal.</p> <p>Any landscaping associated with the car parking area will be detailed as part of a future Operational Works application.</p>	
<p><b>PC11</b></p> <p>All car park areas must be designed and constructed to service the needs of all users of the development and to complement the character of the local area business centre.</p>	<p><b>AS11.1</b></p> <p>All car park areas are constructed and detailed to ensure they do not dominate the street frontage of the development. Car park areas provided at ground level are located behind dwellings or recessed behind the dwelling frontage.</p> <p><b>AS11.2</b></p> <p>The facade of above ground level car parks</p>	<p><b>Complies (where applicable).</b></p> <p>On-site parking will be provided in order to cater for the employees of the quarry and visitors to Lot 105. The car parking area will be functional for the proposed use of Lot 105, and this area will not be viewable from Old Coach Road (as a result of their relevant level and the existing vegetated buffer).</p> <p><b>Not Applicable.</b></p>	

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	is to a high standard of design and appearance, and includes the provision of planter boxes and podium planting.	Above ground car parking areas are not proposed.	
<b>Advertising Devices</b>			
<p><b>PC12</b> All signage should be complementary to the design and style of the buildings on the site on which it is located and to signs and development on adjoining sites. All advertising devices must be designed and constructed to complement the local character of the area.</p>	<p><b>AS12.1</b> All buildings, with a commercial use component, contain signage envelopes on the exterior of the frontages of the building structure to enable the signage requirements of the end use business operation to be satisfied. Such signage envelopes allow for signage, which does not dominate the facade and which</p>	<p><b>Can Comply (where relevant)</b> The buildings within the proposed quarry facility will not be viewable from the street or adjoining allotments. In any case, signage in relation to the proposed buildings would be interpretative and complementary to the design and function of the building.  The majority of the signage associated with the proposed quarry will be interpretative / safety signage. A sign will be erected near the entrance of the facility confirming the nature of the land use / operation.  The design and location of any signage associated with the quarry has not been finalised at this point in time. If required, the necessary Operational Works application will be prepared and lodged with Council for assessment.</p> <p><b>Not Applicable.</b> None of the proposed buildings will be commercial in terms of use.</p>	

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	<p>complements the design of the building.</p> <p><b>AS12.2</b> Freestanding signs complement the design of the buildings to which they relate, do not dominate the streetscape of a locality, are compatible with signage on adjoining sites, and clearly identify the product or business being promoted.</p> <p><b>AS12.3</b> Where a site contains more than one business premises, only one freestanding 'multi tenant' sign is used per street frontage. The placement of more than one freestanding sign on any frontage of a site is avoided.</p> <p><b>AS12.4</b> All signs are consistent with the provisions for the Rural Domain set out in <b>Specific Development Code 2 – Advertising Devices</b>.</p>	<p><b>Not Applicable.</b> Freestanding advertising signs are not anticipated at this point in time.</p> <p><b>Not Applicable.</b> Lot 105 will be utilised solely for a propose quarry.</p> <p><b>Not Applicable.</b> Lot 105 is not situated within a Rural Domain.</p>	
<b>Landscape Work</b>			
<p><b>PC13</b> Landscaping proposals for new development must clearly contribute to the protection and enhancement of the existing dominant visual features of the local area.</p>	<p><b>AS13</b> Landscape work is to be designed consistent with any relevant Structure Plan provisions set out in <b>Clause 6.0</b>.</p>	<p><b>Complies.</b> Landscape work associated with the proposed quarry development will be primarily rehabilitation and restoration works. These works will be undertaken within the buffer area to improve the habitat and corridor values. The vegetation that will</p>	

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		<p>be utilised will replicate the vegetation species that currently exist in the buffer area in order to achieve ecological equivalence.</p> <p>Rehabilitation works will also be undertaken on the quarry benches as necessary. The vegetation species that will be utilised in this request will be Australian natives that grow quickly.</p> <p>It is also anticipated that some landscaping will be undertaken around the buildings and car park area proposed on the site. Specific details relating to this landscaping will be provided as part of future Operational Works applications.</p>	
<p><b>PC14</b></p> <p>All ground level car parking, open space and buffer areas must be landscaped and conserved and maintained to complement the character of the local business centre and any adjoining residential or public open space areas.</p>	<p><b>AS14</b></p> <p>The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.</p>	<p><b>Complies.</b></p> <p>Landscape work associated with the proposed quarry development will be primarily rehabilitation and restoration works. These works will be undertaken within the buffer area to improve the habitat and corridor values. The vegetation that will be utilised will replicate the vegetation species that currently exist in the buffer area in order to achieve ecological equivalence.</p> <p>Rehabilitation works will also be undertaken on the quarry benches as necessary. The vegetation species that will be utilised in this request will be Australian natives that grow quickly.</p> <p>With respect to the car park area, given that the plant and facility area will be constructed on levelled hard rock, the opportunities to plant significant vegetation</p>	

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		<p>in the car park area is reduced. The car parking area will not be visible from either the adjoining roads or allotments. Any proposed landscaping associated with the car parking area will be detailed as part of a future Operational Works application.</p>	
<b>Subdivision of Land</b>			
<p><b>PC15</b> Any subdivision of land must be consistent with the objectives for a balanced management of land within the City and must be informed by the preparation of detailed land use planning investigation leading to the adoption of an Outline Development Plan or a Structure Plan, consistent with the objectives of the Planning Strategies.</p>	<p><b>AS15</b> The subdivision of land for any particular use is consistent with the provisions of any relevant Structure Plan contained in <b>Clause 6.0</b> to <b>Clause 14.0</b>, and complies with the requirements for lot size and dimensions for the relevant Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot</b> as follows:</p>	<p><b>Not Applicable.</b> A subdivision is not proposed as part of the quarry development on Lot 105.</p>	
	<p><b>Uses</b></p>	<p><b>Domain</b></p>	

Performance Criteria	Acceptable Solution		How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	Rural, recreational and/or nature conservation	Rural		
	Park residential	Park Living		
	Detached dwelling	Detached Dwelling		
	Medium to high density urban residential	Residential Choice		
	Commercial	Local Business		
	Industry	Industry 2		
	Community purposes	Community Purposes		
<p><b>PC16</b></p> <p>Any subdivision of land for future environmental village uses must be informed by the preparation of detailed land use planning investigation leading to the adoption of an Outline Development Plan or a Structure Plan, consistent with the objectives of the Planning Strategies.</p>	<p><b>AS16</b></p> <p>The subdivision of land for environmental village uses is consistent with the provision of any relevant Structure Plan contained in <b>Clause 6.0</b> to <b>Clause 14.0</b>, and complies with the requirements of a master plan approved for the site.</p>		<p><b>Not Applicable.</b></p> <p>A subdivision is not proposed as part of the quarry development on Lot 105.</p>	
<p><b>PC17</b></p> <p>The street and circulation system should be simple, permeable and direct to enable easy use by residents and visitors to the area.</p>	<p><b>AS17.1</b></p> <p>The street and circulation system is interconnected. Circuitous routes are avoided. <i>Culs-de-sac</i> are avoided. Streets converge at common destinations.</p> <p><b>AS17.2</b></p> <p>All development is consistent with the provisions of any relevant Structure Plan</p>		<p><b>Not Applicable.</b></p> <p>The proposed quarry development does not involve the construction of a street network.</p> <p>An access / egress intersection is proposed via Old Coach Road, and the traffic assessment confirms that the proposed design of this intersection is appropriate (refer to <b>Appendix LL</b> of the EIS).</p>	

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	contained in <b>Clause 6.0 to Clause 14.0.</b>		
<p><b>PC18</b></p> <p>The open space system is to be accessible to all residents and is to offer benefits in terms of habitat value, recreation, local character and pleasant views.</p>	<p><b>AS18.1</b></p> <p>Public parks and squares are to form the focus of development.</p> <p><b>AS18.2</b></p> <p>The design and planting of parks and squares is to support street vistas and contribute to the linkage of the public space network.</p>	<p><b>Not Applicable.</b></p> <p>No public open space is proposed to be dedicated with respect to Lot 105. Approximately 70% will be retained as a vegetated buffer area, which will remain in the tenure of the proponent.</p> <p>Given that the buffer area will remain in the tenure of the proponent, access by the general public will be prohibited.</p>	
<b>Amenity Protection</b>			
<p><b>PC19</b></p> <p>The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of:</p> <ul style="list-style-type: none"> <li>i) noise;</li> <li>j) hours of operation;</li> <li>k) traffic;</li> <li>l) lighting;</li> <li>m) signage;</li> <li>n) visual amenity;</li> <li>o) privacy;</li> <li>p) odour and emissions.</li> </ul>	<p><b>AS19</b></p> <p>No acceptable solution provided.</p>	<p>The response provided below addresses both PC19 and PC20.</p> <p><b>Complies where Applicable</b></p> <ul style="list-style-type: none"> <li>&gt; <b>Noise.</b> The ameliorative measures that will be established as part of the proposed quarry development ensures that compliance with the regulatory limits is achieved. Reference is to be made to the acoustic assessment contained in <b>Appendix II</b> of the EIS.</li> <li>&gt; <b>Hours of Operation.</b> In general terms, the hours of operation for the proposed quarry development will be as follows: <u>Establishment, Development and Construction Stages</u> <ul style="list-style-type: none"> <li>– Access: 6:00am-6:00pm Monday to Saturday;</li> <li>– Construction and Site Works: 6:30am-6:00pm Monday to</li> </ul> </li> </ul>	

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		<p>Saturday;</p> <ul style="list-style-type: none"> <li>- Sales and Dispatch: 6:30am-6:00pm Monday to Saturday;</li> <li>- Mobile Crushing and Screening: 7:00am-6:00pm Monday to Saturday;</li> <li>- Maintenance: 24 hours Monday to Saturday and 8:00am-6:00pm Sundays; and</li> <li>- Blasting: 9:00am-5:00pm Monday to Friday.</li> </ul> <p><u>Quarrying Stage</u></p> <ul style="list-style-type: none"> <li>- Access: 6:00am-6:00pm Monday to Saturday;</li> <li>- Extraction: 6:30am-6:00pm Monday to Saturday;</li> <li>- Sales and Dispatch: 6:30am-6:00pm Monday to Saturday;</li> <li>- Crushing and Screening: 6:30am-6:00pm Monday to Saturday;</li> <li>- Maintenance: 24 hours Monday to Saturday and 8:00am-6:00pm Sundays; and</li> <li>- Blasting: 9:00am-5:00pm Monday to Friday.</li> </ul> <p>The recommendations and ameliorative aspects detailed in the acoustic assessment confirm the appropriateness of the above hours of operation.</p> <p>It is noted that the hours of operation that are proposed are consistent with</p>	

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		<p>other recent extractive industry approvals in the City.</p> <p>Reference is to be made to the acoustic assessment contained in <b>Appendix II</b> of the EIS.</p> <p>&gt; <b>Traffic.</b> The traffic assessment has details that the traffic generated by the project will have an insignificant impact on the safety and efficiency of the surrounding road network.</p> <p>SPP 2/07 details that the haulage routes associated with the KRA can either be via Old Coach Road or a proposed extension to the Bermuda Street interchange.</p> <p>As a result of the traffic report findings, minor upgrades are proposed for one intersection along Old Coach Road to assist with accommodating the additional amount of heavy vehicles utilising the road.</p> <p>The Bermuda Street extension, though not constructed, would ultimately represent the best option, not only for the proposed quarry development but also the wider community (in terms of providing a more direct route to the Pacific Motorway).</p> <p>Reference is to be made to the traffic assessment contained in <b>Appendix LL</b> of the EIS.</p> <p>&gt; <b>Lighting.</b> Lighting will be required as necessary within the operating area of the proposed quarry. It is not anticipated that this lighting will</p>	

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		<p>adversely impact the surround area on the basis of the topography, level of the quarry and the extent of existing vegetation being retained. Reference is to be made to the lighting assessment contained in <b>Appendix T</b> of the EIS.</p> <ul style="list-style-type: none"> <li>&gt; <b>Signage.</b> Signage will be required as part of the proposed quarry. This signage will mainly be interpretation (e.g. safety measures), but there will also be a sign on the frontage confirming the quarry operations. A future Operational Works application, where applicable, would address the signage aspects.</li> <li>&gt; <b>Visual Amenity.</b> The retention of approximately 70% of Lot 105 for the purposes a vegetated buffer will assist with minimising external views of the proposed quarry development, particularly with respect to the roads and allotments that immediately adjoin the boundaries of Lot 105.</li> </ul> <p>With respect to the higher vantage points in the surrounding area, it is acknowledged that 5 to 6 the upper benches within the quarry pit may be visible after 25 to 30 years. Rehabilitation of these and other benches is proposed in order to minimise potential visual impacts. Reference is to be made to the visual assessment (<b>Appendix S</b> of the EIS) and the rehabilitation report (<b>Appendix N</b> of the EIS).</p> <ul style="list-style-type: none"> <li>&gt; <b>Privacy.</b> Privacy in the context of the</li> </ul>	

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		<p>proposed quarry development impacting upon nearby residential areas is not an issue on the basis of the topography of the land and the existing vegetation that will be retained as a buffer. In other terms, the proposed quarry facility will not have direct views into nearby residential dwellings.</p> <p>&gt; <b>Odour and Emissions.</b> The air quality report that has been prepared for the EIS confirms the odour is not an issue with respect to the operation of the proposed quarry development. In terms of air emissions, the air quality report confirms that potential impacts can be appropriately mitigated and managed within the boundaries of Lot 105 (refer to <b>Appendix GG</b> of the EIS). Furthermore, silica dust is anticipated to be a non-issue on the basis of the rock formation.</p> <p>Where applicable in relation to the above aspects, the technical reports have confirmed that the necessary State policy parameters can be achieved as a result of the design of the proposed quarry, the retention of the buffer area and the mitigation and management measures that are proposed.</p>	
<p><b>PC20</b> The proposed development must take into account and seek to ameliorate any negative aspects of the existing residential amenity of the local area, having regard, but not limited, to the existing impact of:</p>	<p><b>AS20</b> No acceptable solution provided.</p>	<p>Reference is to be made above to the response provided for PC19. This response includes where necessary a discussion about mitigating potential impacts in the context of the surrounding residential areas.</p>	

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a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.			
<b>Maintenance of Rural Activities</b>			
<b>PC21</b> All land is to be conserved and maintained in rural use until such time as it is required for park living or urban use.	<b>AS21</b> No acceptable solution provided.	<b>Complies.</b> Lot 105 will be retained in its natural state until the proposed quarry development commences. Even once the quarry is established and operational, approximately 70% of Lot 105 will be retained as a vegetated buffer which will maintain existing habitat and corridor opportunities for fauna.	
<b>Conversion of Land to Park Living or Urban Uses</b>			
<b>PC22</b> Prior to the introduction of new park living or urban uses into the emerging communities property (or properties), sufficient land use planning and infrastructure Planning, based on the Planning Strategies, is to be undertaken to determine the preferred development pattern for the local area.	<b>AS22.1</b> The introduction of park residential uses or urban uses is facilitated by the preparation and approval of an Outline Development Plan or a Structure Plan, consistent with the objectives of the Planning Strategies.  <b>AS22.2</b> All development is consistent with the provisions of any relevant Structure Plan	<b>Alternate Solution</b> An extractive industry land use is an urban use. The proposed quarry development conflicts with the Reedy Creek Structure Plan and Land Use Theme designations as detailed in the planning scheme. On the basis of the SEQRP and SPP 2/07 designations for Lot 105 (which both confirm Lot 105 as being an extractive resource area) it is clearly evident that the planning scheme	

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	<p>contained in <b>Clause 6.0 to Clause 14.0.</b></p>	<p>designations for Lot 105 have been overtaken by events.</p> <p>The planning scheme indicates that residential land uses are predominantly the appropriate form of development on Lot 105 (with areas retained for nature conservation). The proposed development will retain a significant area of Lot 105 (approximately 70%) for the purposes of conservation. This buffer area will maintain habitat and connectivity values, and therefore accord with this particular designation as described in the planning scheme.</p> <p>The utilisation of approximately 30% of Lot 105 for the purposes of extractive industry activities represents the highest and best use for the land in the context of the planning scheme's residential designations. It has been demonstrated that the proposed development of Lot 105 achieves compliance with the higher order components of the planning scheme (the DEOs and Planning Strategies).</p> <p>In summary the conflict between the proposed development and the Reedy Creek Structure Plan / Land Use Themes is justifiable for the following reasons:</p> <ul style="list-style-type: none"> <li>&gt; The proposed land use accords with the State interest identified for Lot 105 as detailed in the SEQRP and SPP 2/07.</li> <li>&gt; The technical reports that have been prepared confirm that compliance is achieved with regulatory limits.</li> <li>&gt; The retention of the significant buffer</li> </ul>	

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		<p>not only assists with mitigation potential impacts, but also limits views into the facility, particularly in terms of the lots and roads that adjoin the boundaries of Lot 105. This buffer area will also be rehabilitated and restored so as to improve habitat and corridor values.</p> <p>&gt; The proposed quarry development achieves compliance with the relevant and applicable DEOs and Planning Strategies detailed in the planning scheme.</p> <p>Further sufficient grounds are specifically detailed in the Town Planning Assessment Report.</p>	
<b>Impacts from Agricultural Activity</b>			
<p><b>PC23</b></p> <p>Where a sensitive receptor is proposed adjacent to agricultural activities undertaken on a site identified on <b>Overlay Map OM2 – Good Quality Agricultural Land</b>, impacts from agricultural activities, including chemical spray drift, odour, noise, dust, smoke and ash, must not adversely affect community public health, safety and amenity.</p> <p><b>Note:</b> <i>For the purposes of PC23, Sensitive Receptor is defined as a dwelling, mobile home or caravan park, residential marina or other residential place in a residential development, a motel, hotel or hostel, a child care centre, kindergarten, school,</i></p>	<p><b>AS23.1</b></p> <p>The sensitive receptor is adjacent to agricultural activity that emits noise, and a separation distance between the sensitive receptor and the agricultural land is in accordance with solutions outlined on <b>Page 16</b> of the <b>Planning Guidelines: Separating Agricultural and Residential Land Uses – August 1997</b>.</p> <p><b>AS23.2</b></p> <p>The sensitive receptor is adjacent to agricultural activity that emits odour, dust, smoke, ash or chemical spray, and a separation distance between residential development and the agricultural land is not less than 500 metres.</p>	<p><b>Not Applicable.</b></p> <p>Lot 105 is not detailed on Overlay Map OM2 as being good quality agricultural land. This aspect, along with the fact that the proposed development does not involve agricultural pursuits, means that this particular Performance Criterion and the Associated Acceptable Solution is irrelevant.</p>	

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<p><i>university or other educational institution, or a medical centre or hospital.</i></p>			